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strikes and yet strikes; *sabotage* (damaging machinery, spoiling goods, misdirecting shipments, irritating the capitalist in a thousand secret ways); no violence, because the employer has the army behind him (which means no violence when it is of no use); and finally, as the great dream of the near future, the "general strike"—all labor is to fold its hands, show the employing class how helpless it is without labor, and then take over the control of industry from the nerveless hands which drop it. There are two classes, the exploiters and the exploited, between whom no peace is possible. Patriotism, which would make the worker of one country side with the capitalists of that country against his real brothers, the workers of another land, is a cruel delusion from which men must be freed.

The syndicalist has his idealism, his wide humanity, and his religion, though he proclaims, "No God, no master!" The philosopher of syndicalism, Sorel, has prepared a mythology for him, the centre of which is the "general strike," which Sorel explicitly declares a myth, and defends on the ground that myths are necessary. Sorel is supposed to draw his philosophy from Bergson, but the reviewer will stand sponsor for the statement that Bergson does not consider himself to blame for it.

For an interesting impressionistic picture of the syndicalist movement, Mr. Brooks' book is to be recommended warmly. It is interesting, sympathetic, and fair—Mr. Brooks has talked with the men who are in the movement, and knows their point of view. But it is not a book about the American I. W. W. There is scarcely any concrete information in it as to who they are, how they are organized, what they have done, how important they are, what their relation to the French syndicalists is. Mr. Brooks writes as if his reader knew the facts. Splendidly documented, with a bibliography of 28 pages, Mr. Brissenden's book really gives us the facts as to the beginning of the I. W. W. in 1905. The imposing bibliography tells how much the movement counts for, as few other things would. Mr. McDonald's book is clear and readable, and not open to great criticism, but not much more can be said for it.

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RAILWAY TRANSPORTATION. A HISTORY OF ITS ECONOMICS AND OF ITS RELATION TO THE STATE. CHARLES LEE RAPER. G. P. Putnam's Sons. 1912. Pp. xi, 331. \$1.50.

This is a general survey of the various matters of prime importance to a right understanding of the railroad problem of our day.

It treats railroad transportation historically from its beginnings to explain conditions; it deals with railroad transportation at the present time in various countries to test conclusions; it gives statistics on various points; and it develops theories on fundamental matters. Dean Raper modestly insists—even to the extent of putting it on his title page—that the work is based upon President Hadley's *Railroad Transportation*. It is indeed apparent that the earlier book has had its influence in the writing of the later; and this is particularly true in regard to the respect with which the doctrines advanced by Hadley are treated by Raper. But when it comes to subject-matter there are whole topics which have acquired importance since the earlier book was written. This reviewer has only examined with care that part of the book dealing with the Interstate Commerce Commission, as that is a subject with which he has had much to do of late years. The development of the powers of this Commission to its present control over our railroads has all been wrought since the earlier book was written. That history the present book tells with sufficient detail to make plain to the reader the overshadowing importance of governmental regulation of interstate transportation. And however much the Dean of North Carolina University may feel with the President of Yale University that railroad rates should be based upon the value of the service, in accordance with the theories which usually appeal to the economists, he is sufficiently alive to the tendencies of the times to note the progress going on in confining rates to the cost of the service, in accordance with the doctrines which lawyers usually fall back upon. Under governmental control he sees that some working principle like this is inevitable in order to have a fixed basis for accommodating the conflicting interests of different parts of the country. Indeed, when the coercive power of the State is invoked it must be exercised upon established principles founded on return for expenditure made in performance of the service, if we are to have a government of laws—not of men. The old days of economic development under benevolent despotism passed away with the new era of commission control; and in the latest decisions of the Supreme Court—so late as not to have found their place in this book—the end of all possibility at law of establishing rates without regard to traffic costs has come, for better or worse.

BRUCE WYMAN.

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